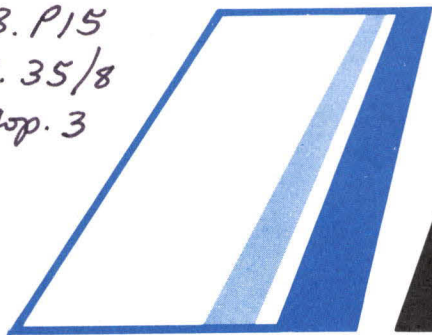


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AUGUST, 1983



JOHN BAKER
AOPA President

John Baker to speak at S.C. Airports Conference

The sixth annual South Carolina Airports Conference will be held Sept. 7-9 at the Myrtle Beach Hilton, North Myrtle Beach.

This year's guest speaker will be John Baker, the outspoken president of the Aircraft Owners and Pilots Association (AOPA).

Conference registration will be Wednesday, Sept. 7 from 2 to 5 p.m. A pre-conference cocktail party will be held that evening from 5:30 to 7:30 p.m.

Thursday morning, Roy Muth of the Powered Ultralight Manufacturers Associations (PUMA) will speak on ultralight operations. Following a coffee break, John Rice of the FAA will speak on non-destructive pavement testing and George Kosco, Columbia attorney, will talk about airport liability.

The conference luncheon will be from 12:15 to 1:30 featuring guest speaker John Baker. Group discussions or other activities are scheduled after the luncheon.

Friday morning there will be a session on Airport Pavement re-cycling by Sloan Construction Co. The conference will conclude with a discussion of Airport Development in South Carolina during fiscal 1984. Participants will be John Hamilton, director of the South Carolina Aeronautics Commission and Bob Harris, assistant manager of the FAA Airports District Office in Atlanta.

The conference registration fee is \$20 which includes the luncheon on Thursday. Rooms will be \$56 per night for conference participants. ➔

Airport projects total more than \$7 million

The South Carolina Aeronautics Commission is currently participating in airport development and improvement projects totaling more than \$7 million.

The projects range from a relatively small drainage rehabilitation job at Walterboro Airport to the multi-million dollar Charleston International Terminal Building.

The current projects are:

OWENS FIELD

A \$2.5 million project to construct a new runway, taxiway and terminal building at this in-town airport. The terminal building foundation is complete and the plumbing is in place. The airport's new access road is 75 percent complete and a railroad track south of the airport has been relocated

to make room for the new runway. It will be tied in with the existing track system shortly, engineers say. Paving of the new runway, taxiways and apron area should begin in the next week or so. The lower bidder on the terminal building was Martin Engineering Co. at \$196,389. The paving contractor is Jackson Construction Co. of West Columbia. The project will be funded entirely with state and local funds.

CLIFF J. EVANS AIRPORT

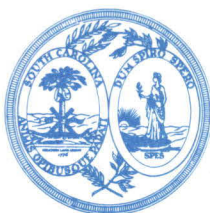
The 3,000 X 60 foot runway at Cliff J. Evans Airport is being lengthened by 700 feet and widened by 15 feet. New Medium Intensity Runway Lights will also be installed. The existing pavement will be overlaid with a 1

inch overlay. The extension and additional width will be constructed with an 8½ inch sand clay base course and a 1½ inch hot asphaltic concrete surface course. The general contractor is APAC Corp. of Darlington. The lighting will be done by Eddins Electric Co. of West Columbia. The project engineer is Floyd, Coleman, Askins and Kellahan of Lake City. The \$300,000 project is being funded entirely with state and local funds.

CHARLESTON EXECUTIVE

Charleston Executive Airport now has a full parallel taxiway along Runway 9-27. In a \$381,000 project, the existing partial parallel taxiway was lengthened and remote controlled run-

continued, back page



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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South Carolina excise tax on casual aircraft sales

By Henry M. Burwell
Attorney at Law

As a general rule, the South Carolina tax code levies a 4% excise tax on the casual sale of aircraft required to be licensed and titled in South Carolina (Code of Laws of South Carolina, §12-35-1710). The tax does not apply if a sales or use tax has been paid on the transfer transaction or if the sale is otherwise excluded. The rate is applied against the fair market value of the aircraft.

The statutory exclusions include aircraft transferred to family members, heirs, legatees distributees, partnerships or corporation at time of formation of such entity, financial institutions for the purpose of resale. Although transfers to motor vehicle or motorcycle dealers for resale are excluded, there is no express exclusion for transfers to aircraft dealers for purposes of resale.

The statutes which provide which aircraft are required to be licensed and titled in South Carolina exclude public aircraft used exclusively in governmental service, aircraft of irregular air carriers registered with the Civil Aeronautics Board and exempt all other public aircraft, scheduled air car-

rier aircraft, large irregular air carrier aircraft, aircraft registered in foreign countries with similar exemption, aircraft in the State for repair or overhaul purposes, gliders, sailplanes, and hot air balloons (§55-7-10; §55-7-100). The aircraft not so excluded or exempted are those based in South Carolina by virtue of instate operation or location for 30 days or if the owner's principal place of business or residence is in the State and the aircraft operates from this location. (§55-7-10).

The South Carolina Aeronautics Commission may not issue a license or transfer an aircraft title required to be titled and registered in South Carolina without South Carolina Tax Commission information showing that excise taxes due have been collected. The Tax Commission may require applicants for a certificate of title to supply a certified bill of sale and other relevant information in making a fair market value determination.

Mr. Burwell is a Greenville Attorney specializing in the practice of aviation law. ➔

FAA to spend \$11.3 million for new landing systems

The Federal Aviation Administration has awarded an \$11.3 million contract to Wilcox Electric Company of Kansas City, Mo., for 141 solid-state instrument landing systems (ILSs).

The new equipment will replace existing vacuum-tube ILSs at critical airport locations throughout the country pending full implementation of the advanced technology microwave landing system (MLS). Substituting solid-state ILSs for these older units will greatly reduce maintenance requirements and result in cost savings to the taxpayers over the life span of the equipment.

FAA expects to award a contract for the first MLS procurement by the end of the year with installation beginning

in 1985. The Agency's National Airspace System Plan calls for 1,250 to be in operation by 1998.

However, MLS will not immediately replace the ILS. To provide operational continuity, as well as lessen the cost impact on aircraft operators, most ILS units will operate alongside the new MLS for a period that will depend on traffic and other operational factors. FAA also is party to an International Civil Aviation Organization agreement not to decommission ILS units at designated international airports until at least 1995.

Wilcox will begin deliveries of the new solid state ILSs in January 1984 and complete the job by mid-1985. ➔

No place for ultralights at Columbia Metropolitan?

As ultralights become more and more popular, pilots and dealers are finding it difficult, if not impossible, to operate the craft from larger airports.

At Columbia Metropolitan Airport, the Airport Commission has approved a regulation that imposes strict provisions on ultralight operations — provisions that ultralight dealer Larry Yon calls unfair.

The regulation requires, first, that the ultralights be based at the airport, that the pilot have at least a private pilot's license, and that each person who wants to operate an ultralight off the airport sign a written agreement with the air traffic control tower.

The regulation further requires that each operation be coordinated by

telephone with the tower and that all ultralights be equipped with a two-way radio with "adequate frequency selection."

If you meet all these provisions, you can take off and land but that's about all because the regulations prohibit any training flights, touch and go landings or operations in the pattern.

Yon said he didn't mind those regulations too much, because he was planning to conduct his ultralight training at the Pelion Airport anyway. What Yon objects to is the requirement that he have \$1 million worth of liability insurance.

"We think that's unfair," Yon said. He said he has had a \$500,000 liability policy on the ultralights since he started the business.

"The state only requires \$300,000 for fixed wing airplanes. Any 16-year-old kid can operate any airplane he has been signed off in from any airport and yet the Commission is saying that I, a multi-engine, instrument rated pilot with thousands of hours can't fly off the airport."

Yon said that \$1 million liability policy for ultralights is not readily available. To get it you have to go to Lloyds of London, and it is expensive.

Because of the regulation, Yon said, he can't operate his ultralights off the field.

"We have to take them apart, put them on a trailer, drive to Pelion and put them back together again before we can fly them."

Yon said he goes through that procedure everytime someone wants to try out one his ultralights, which is "almost daily."

Yon is still having discussions with the Airport Commission regarding the regulation and hopes to get it changed.

In a letter to airport tenants, Airport Director Bob Waddle wrote:

"It is my belief that this regulation is reasonable considering the growth and expected activity by ultralight pilots and considering also the primary aim of the airport's operation which is to serve traditional aircraft including general aviation, airlines and the military. ➔



James M. Starling

Jim Starling joins Eagle flight department

James M. Starling, former Operations Safety Inspector with the FAA in Columbia, recently joined Eagle Aviation's Flight Department and sales team.

Starling was Principal Operations Safety Inspector at the FAA's Flight Standards District office (FSDO) in Columbia for the past 10 and a half years. He was medically retired from federal service May 3, 1983.

In his new position, he continues 36 years of general aviation affiliation which began in 1947. After separation from the U.S. Navy, he instructed Air Force pilot trainees at several bases until 1969 when he joined the Federal Aviation Agency. His first duty assignment was in San Juan, Puerto Rico. He returned stateside to Jackson, Mississippi, and was then moved to Columbia Oct. 2, 1972.

Starling expressed gratitude for the fellowship and assistance the people of South Carolina have shown him in making a sometimes difficult job more pleasant and said he looked forward to many more years of serving the public with their aviation needs. ➔

**Breakfast
Club**



Breakfast Club members can plan an overnight trip to Jekyll Island Aug. 13 for the club meeting Aug. 14. Club Secretary Marie Ballard said special rates are available for club members. South Carolina members should call 1-800-841-1002 to make reservations. Be sure and tell the reservations clerk that you are with the S.C. Breakfast Club. If you are calling from Georgia, the number is 1-800-342-1044.

In September, two special Breakfast Club meetings will be held in addition to the regular meetings. (see schedule)

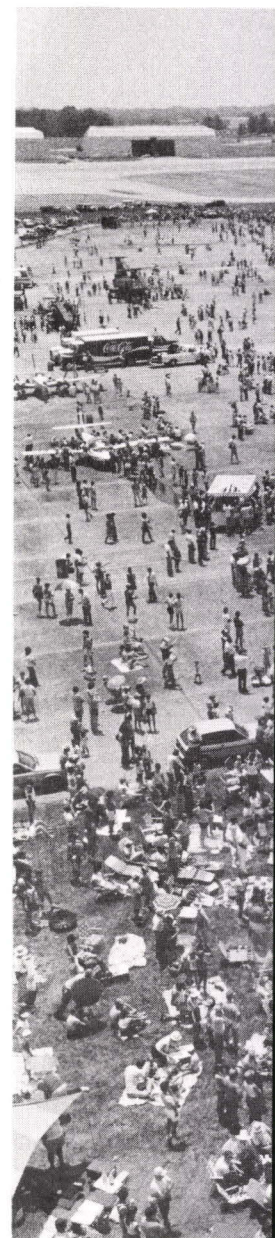
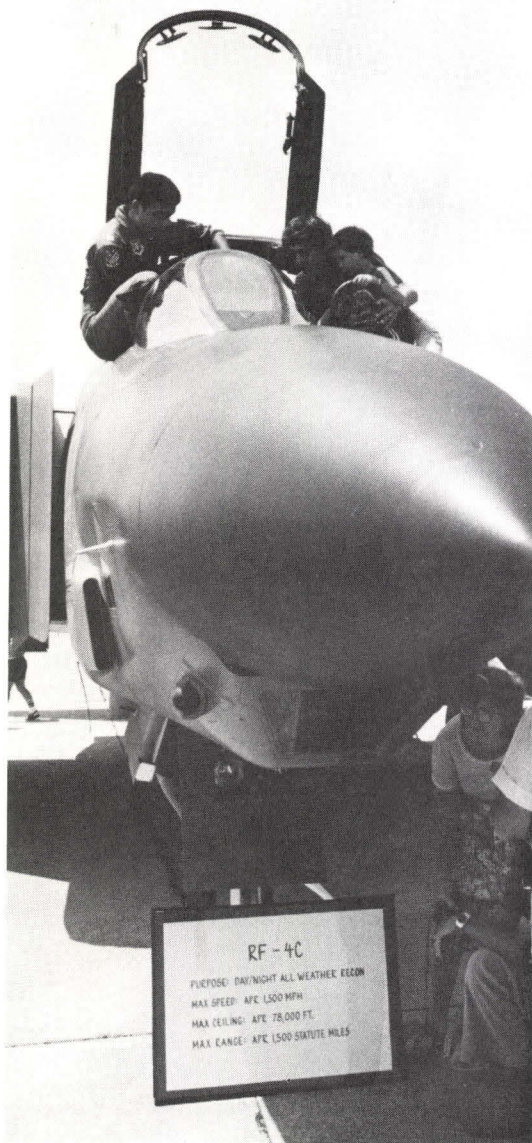
The club meeting schedule is:

- Aug. 14** Jekyll Island, Ga. (overnight)
- Aug. 28** Donaldson Center
- Sept. 4** Clarendon County (special meeting)
- Sept. 11** Davis Field
- Sept. 18** Cheraw (special meeting-airshow)
- Sept. 25** Sumter Airport
- Oct. 9** Oswalt Field, Batesburg

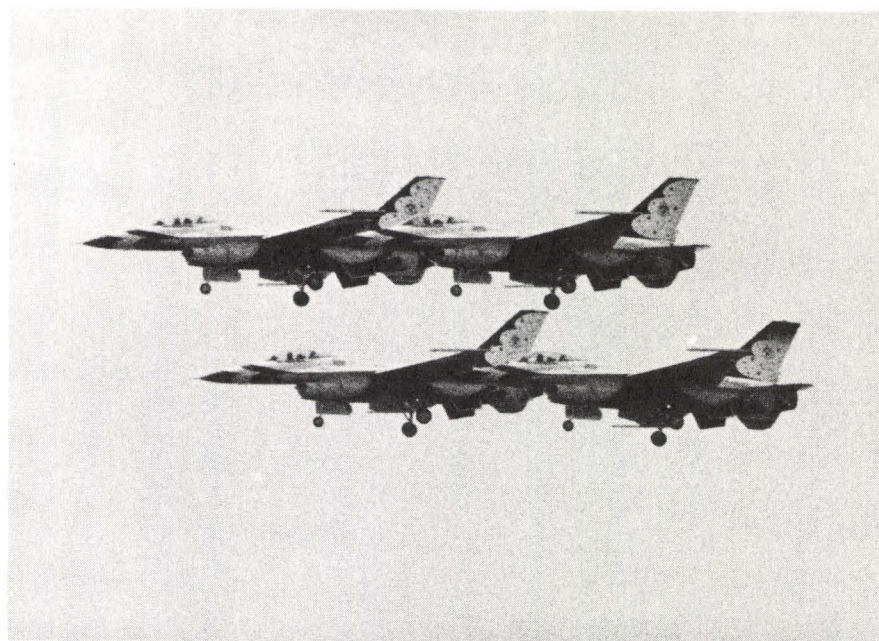
Boys' Home Air Show attracts record crowd despite heat

An estimated 180,000 persons converged on Donaldson Center Industrial Airpark at Greenville June 25 and 26 for the 16th annual Boys' Home of the South Air Show.

Billed as the largest non-military sponsored air show in the Southeast, the event featured the U.S. Air Force Thunderbirds as well as other aerial aerobatic acts and a large number of static displays including the giant C-5A Galaxy and C-141 Starlifter cargo planes. The wings of the giant jets provided a welcome shelter from the hot sun. The crowd was well-behaved and orderly and most managed to keep their cool even though concession stands ran out of drinks and ice. ✈



*South Carolina
Aeronautics
Commission Photos*



200 balloons fly at Freedom Weekend Aloft

By Walter Carson

The second annual Freedom Weekend Aloft was held in Greenville over the July 4th weekend. Over 200 balloons made five successful flights over the four-day event.

The event started with a breathtaking mass ascension of all 200 balloons Friday night. The following morning a key grab was planned for a set of keys to a \$50,000 Mercedes Benz. The balloonists started at least three miles away from the keys which were atop a 30-foot flagpole.

After careful calculation, yours truly lifted off with victory in mind. One hour and 35 minutes later I managed to return to earth only 25 feet away from where I lifted off. Immediately after my lift-off, my trusty chase crew headed straight to Hardees for breakfast, disregarding my orders to proceed straight to the pole and await my victorious arrival.

However, there were others that benefited from my flight and moved to a different site. A 65-year-old aeronaut from Tennessee slipped in and plucked the keys from the pole. All balloonists throughout the contry rejoiced that the balloon beat the pole.

The final flight on Sunday afternoon was a hare and hound event. The object was to follow a balloon that has a head start and drop our "grit" bag on an X put out by the hare after he lands. My efforts were in vain with the \$1,000 prize money going to someone else.

With the excuse that I could not afford the tax on the car or the balloon, I let someone else win. My true reward was the sheer joy of flying a hot air balloon along with 200 others. Despite the fact that I didn't win, nothing will keep me from attending next year's event. ➔

Flight Service Station closings blocked by Senate action

The U.S. Senate recently voted to block the disjointed plans of the Federal Aviation Administration to begin closing more than 250 Flight Service Stations.

John L. Baker, president of the 265,000-member Aircraft Owners and Pilots Association (AOPA) applauded the Senate action saying, "This demonstrates Congress cares about aviation safety and will not allow FAA to ramrod through a program with such serious safety ramifications to all air travelers."

By an overwhelming vote of 86-5, the Senate chopped \$39 million from FAA's Flight Service Station Facilities and Equipment budget request. In all, more than a quarter of billion dollars was cut from the Administration's F&E budget.

The bill (HR 3329) prohibits FAA from closing any FSS before December 1, 1983; forces FAA to present to Congress by October 1, 1983 a "... detailed, site-specific and

time-phased plan..." for all FSS closures or consolidations planned during the next three years; and, opens the door for any congressional committee to request hearings on FAA's Flight Service Station programs.

"What this does," said AOPA's president, "is force FAA to answer, through Congress, the concerns fo the flying public." AOPA has vehemently opposed FAA's Flight Service Station plans and has been joined nationwide by communities concerned with aviation safety. Baker applauded the "foresight, determination and leadership" of Senator Mark Andrews (R-ND) and Senator Mark Hatfield (R-OR) for their ability to "uncover a serious problem and seek appropriate solutions."

Additionally, the Senate bill recommends Flight Service Station staffing levels of more than 4,500 specialists. FAA planned to reduce the total FSS staffing to fewer than 2,000 people during the next 27 years. ➔

Air show set Sept. 18 at Cheraw

The Cheraw Kiwanis Club is sponsoring an air show at Cheraw Airport Sept. 18 featuring Kim Pearson of Sumter and other aerobatic acts.

Pearson, flying a black and white Pitts Special, will thrill onlookers with his repertoire of stunts including an inverted ribbon cutting.

Danny Byrum will land his J-3 Cub on a pickup truck driven by his wife and Kenny Hanke, of Clio, will give a demonstration of ultralight aerobatics.

Also appearing will be Dr. Butch Harbold flying his Chipmunk, the Raeford Parachute Jump Club and the Jungle Aviation and Radio Service (JARS) with their Helio Courier.

Proceeds from the show will go to benefit underprivileged and handicapped children and to establish a scholarship fund for Jonas Whitley's two daughters. Whitley, the former airport manager, was killed May 12 in an aircraft accident on the field.

For more information contact: Paul Urban, 209 Funderburk Dr., Chester SC 29520 (803/537-5161). ➔

Ground broken for terminal at Charleston

Construction on the new Charleston International Airport passenger terminal building began officially last month with a ground breaking ceremony attended by state and local dignitaries.

According to the Charleston County Aviation Authority, the 280,000 square foot terminal building will meet Charleston's air passenger needs well into the 21st centruy and will ultimately be able to accommodate 2,000,000 passengers per year.

The new terminal will include a 40,000 square foot U.S. Customs service inspection facility to handle international passenger traffic. The facility will initially be used by commercial charter flights under contract to the Department of Defense. Charleston has been designated the "southeastern gateway" for the Military Airlift Command. ➔

Simulator delivered to Eagle Aviation

One of the first production units of a new instrument flight simulator manufactured by a West Columbia company is delivered to Eagle Aviation which will be the South Carolina dealer for the product. Larry Yon, flight school manager and Chief Instructor for Eagle, accepts the unit from Bob Sleigher, Marketing Director of Instrument Flight Research. Eagle vice president Fred Barton, right, looks on.



Canadian cadets enjoy state tour

Five female cadets from the Air Cadet League of Canada recently concluded a visit to South Carolina as part of the International Air Cadet Exchange (IACE) program.

The South Carolina Wing, Civil Air Patrol, was selected to host the cadets during their visit from July 23 through Aug. 2. While in the Palmetto State, the 17 and 18 year-old girls visited historical and cultural locations in Charleston, were taken on an air tour of the coastal area and enjoyed a recreational visit to Myrtle Beach.

In Columbia they toured the State House and Capitol Complex, the governor's mansion, the University of South Carolina Campus and Riverbanks Zoo. The South Carolina Aeronautics Commission also provided a helicopter tour of the capital city for the visitors. Prior to departure, the girls toured the Air Traffic Control facilities and had a luncheon at the Columbia Metropolitan Airport.

IACE is a program that permits an exchange of cadets from the Civil Air Patrol, in the United States, with cadets from many foreign countries. Selection of cadets is competitive and reflects personal, scholastic, and Civil Air Patrol program achievement. ➔

Eagle Aviation takes delivery of new instrument simulator

Eagle Aviation has taken delivery of one of the first production units of the IMC Simulator, an instrument flight simulator manufactured by a West Columbia based Company.

The battery powered device incorporates solid state electronics which makes it possible to simulate visibility between one mile and zero outside the cockpit, but lets the pilot see the instruments inside.

The unit consists of a knee board, usually worn by the safety pilot and a pair of glasses worn by the pilot. The instructor pilot can control the pilot's visibility by sliding a switch on the control that increases or decreases the electrical current going to the glasses.

With the IMC, pilots can actually make an approach with one half mile or less visibility and decide whether or not to make the landing. No longer will the instructor have to take off the hood and say 'go around.' If the pilot sees the runway environment at decision height he can land, if not, he will go around. But that decision can now be left to the pilot.

Studies have pointed out that 4% of flying time is on the landing and approach phase of flight but over 50% of the accidents occur in this phase.

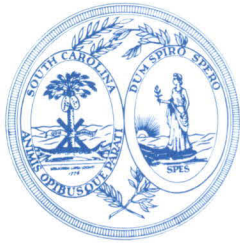
"This is one application and reason

for the development of the IMC Simulator," explains Mr. Frank Witt, President of Instrument Flight Research. The IMC Simulator's ability to restrict vision outside the cockpit, with a clear view of flight instruments and with an instructor or safety pilot looking on, will provide the needed experience for bad weather flying.

"With experience, pilot skills improve. As skills improve, the pilot will also gain the needed confidence to deal with adverse weather," says Mr. Witt.

The IMC Simulator has undergone 16 months of intensive tests and evaluation by the U.S. Army, Federal Aviation Administration and Canadian Air Force. First introduced to the U.S. Army in 1976, Mr. Witt received much developmental encouragement because of the great need for weather flight training in a controlled and safe environment. "There was nothing available to train pilots, in aircraft, for 1/2 mile visibility approaches," explained Mr. Witt, "which is a standard landing minimum."

"Our goal is for every pilot to receive weather training, before his experience exceeds his level of training and he becomes another statistic," says Mr. Witt. ➔



**SOUTH CAROLINA
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FAA grants total \$245 million in first half of FY 1983

Airport Improvement Program (AIP) allocations totalling \$245,111,398 for 379 planning and development projects were approved by the Federal Aviation Administration during the first and second quarter of Fiscal Year 1983 for projects in 44 states, the Northern Mariana Islands, and the Trust Territory of the Pacific Islands.

Of the \$245 million, a total of \$46,931,253 was allocated for 160 projects at general aviation airports and \$39,737,772 was allocated for 59 projects at reliever airports which attract light aircraft traffic from the busier

primary airports (airports with .01% or more of the total annual enplaned passengers.) Primary airports received \$136,325,523 for 94 projects. Projects in South Carolina were allocated \$4.56 million.

Commercial service airports (airports which enplane over 2,500 passengers but less than .01% of the total enplaned passengers) were allocated \$20,781,765 for 61 projects and \$900,000 was allocated for a project for a heliport (New Orleans). The remaining \$435,085 went to conduct four system planning studies. ➔

Airport projects total more than \$7 million

continued from p. 1

way and taxiway lights were installed. The lights can be activated from the cockpit of an aircraft by radio. Some drainage work was also done as part of the project. The paving contractor was Banks Construction Co. who bid \$275,722. Approximately 3,275 feet of paving was laid. Lighting contractor was Rockwell Electric Co. who bid \$105,752 to install the lights. Consulting engineers were Lott-Parrish and Associates. The project was funded with 90 percent federal funds, five percent state and five percent local.

SPARTANBURG MEMORIAL DOWNTOWN

This current construction program involves the reconstruction of 1200 feet of taxiways to strengthen them to 60,000 lbs, the rehabilitation of runway 4/22 and the rehabilitation of the existing high intensity runway lights. Low bidders on the project were Sloan

Construction Co. and Brevard Electric Co. Talbert Cox and Associates are consulting engineers for the project. Total project cost is \$368,000 and will be funded with a 90 percent federal Airport Improvement Grant. State and local funds will each fund five percent.

GREENVILLE-SPARTANBURG JETPORT

Work began approximately two months ago on a half million dollar project at the Greer jetport to expand the parking ramp, install edge lighting and construct a new stub taxiway. The contractor is Shuman Construction Co. Talber, Cox and Associates are the consulting engineers. Total project cost is expected to be \$528,100 and will be funded with a 90-5-5 grant of federal, state and local funds.

MYRTLE BEACH JETPORT

A major project to expand and renovate the terminal building at Myr-

Clarendon County barbeque planned

Bill Stoia down at clarendon County is going whole hog Sunday, Sept. 4 and all the EAA chapters in the state are invited.

Bill is planning a barbeque get-together and a chance to do a little flying.

"We're going to put a hog on the fire and we'll probably fly the glider and maybe the seaplanes; and we'll probably have some ultralights," he said.

The Breakfast Club is planning a special meeting there too, so all you EAA members make plans now to fly down to Clarendon County Sept. 4. ➔

tle Beach began recently. Low bidders for the project were Noonan-Kellos, Inc. of August, Ga. The firm bid \$2,489,000 for the job. Architects for the project are Timbes, Wilund, and Usry of Myrtle Beach. The project is funded with a 90-5-5 grant of federal, state and local funds.

WALTERBORO AIRPORT

A \$71,000 project to rehabilitate portions of the airport's storm sewers is underway at Walterboro. It was found that portions of the World War II vintage drainage pipe under the runways were deteriorating. Sand was beginning to be pulled down into the joints of pipe, undermining portions of runway 5/23 and 17/35. Plowden Construction Co. of Sumter bid \$70,741 to install new culverts and drain lines under those portions. Consulting engineers are Lot, Parrish and Associates. ➔